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THE ARIZONA REPUBLICAN

TWENTIETH YEAR.

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FAULTLESS FINISH OF AVIATION EXHIBITION

Not a Single Irritating Incident in the Execution of the Entire Program of the Closing Day

FINEST WORK OF THE MEETING BY HAMILTON AND WILLARD

Biplane Puts Curtiss' Earlier Invention Out of Running. Another Close Event Between the Airship and an Auto—Willard's Most Notable Cross Country Flight and a High Glide By Hamilton on Silken Pinions from Cloudland, Alighting in Front of Grand Stand.

The final day of the aviation meeting was from an exhibition standpoint, by far the finest day of all. The events were presented more rapidly, they were fully as successfully done as those of any day, and not an accident occurred of even the most trivial nature, notwithstanding it was the 14th of the month.

If it were possible for weather to be any better than it had been during the preceding days, yesterday had a shade the best of it in the comparison. The program included a double flight, the longest cross-country flight of the meeting, a race between biplane and motorcycle, and finished with a high glide by Hamilton to an alighting on the track in front of the grand stand, the first time he has had sufficient confidence in the weather to take that chance.

But the crowd was disappointingly small. The management probably did not get back more than the expenses of the day, so financially speaking the Phoenix Aero Club is little better off than it was Saturday night. This result is attributed to the two facts, that Phoenix has a large population that does not favor Sunday amusements of any kind and that the novelty has worn off in the three days, bearing out the comment that has been made that the American people so suddenly become accustomed to new things that once they are seen and approved, they are no longer an attraction, but are accepted as a matter of course. And there were few to be depended upon for the show except the Phoenix people as most of the visitors had left the city Saturday night and Sunday morning.

The incident though gave a line on the personality of the real aviation fans for they were there and would be there every day for a week yet. If the show had lasted so long, it also tested the sportsmanship of Messrs. Hamilton and Willard, who have demonstrated that they are not quitters. They said they would fly yesterday and they kept their word, taking the same chances on their necks that they had been taking daily, though they knew there was nothing worth while in the treasury. They were not flying for money, but to make their word good and they did it smilingly, giving probably the best and cleanest exhibition of aerial sport, free from irritations and sharply on time, that has ever been given in the world. Not a wire, wing, wheel, plane, plane, or anything else was broken, the engines worked good all the time, the weather was simply made for flying and everything worked perfectly. Had yesterday's event, weather and all included, taken place near any big city in the world, it would have commanded thousands on every telegraph page. There have been more notable single events, but never so perfect an aviation show, or such a fine exhibition of empty benches, anywhere in the world.

Two in a Flock
The big show started with both machines at the upper end of the track. Hamilton showed a clean pair of heels, or to state it precisely, three clean wheels, and made a bee line for the east fence. Two minutes later Willard was stepping high over the same course. They did not go far enough to call it cross country, but circled around in front of the grand stand far enough away to give observers a fine show of the two machines in the air at the same time, and both quite close together. Willard came down on the race track in front of his admirers and Hamilton made another circuit of the grounds alighting almost in Willard's tracks a few moments later. Willard stayed about 5:30 and Hamilton frolicked about for 7:10 before he made another appearance on earth. Neither man batted an eye or uttered a pinfeather and their touch on the track was as gentle as a cradle song.

Weather Played Fair
The remarkable thing yesterday was the complete winning of the confidence of the aviators by the Arizona air. If the big show were to be given all over again this week it would be a much finer one for the reason that the aviators now know that there is no place in the world where an airship can light so safely as on the fair ground race track. Nearly all their troubles of the first two days were due to alighting in the infield, which is rough, but they chose it because it was far removed from the fences. There is little per-

sonal danger in the fences, but they are dangerous to the machines in gusty weather, and have made trouble so often elsewhere that the men were naturally afraid of them here. Saturday they found out the Phoenix weather is not treacherous and that they were safe enough in landing on the track as long as the engines were on. Yesterday they found out that they were also safe in alighting on the track with the engines not going, providing they used good judgment in getting straight with it before shutting off the power.

Auto's Close Call
A five-mile race between the big biplane and the E. M. F. Studabaker machine driven as the day before by B. W. Auranit was announced, with a ten second handicap in favor of the biplane. There was a trifling delay while preparing for this event and one uneasy visitor in the grand stand remarked upon it. He couldn't see why they didn't hurry things up a little more.

A gentleman who overheard his complaint observed kindly that the world had been waiting 3000 years for the construction of a flying machine and he thought a reasonable person ought to be patient enough to wait three minutes longer to see it start. There is no use in hurrying through life too fast.

The race was a fine one, very like those that have preceded it during the week. Only those who have closely watched these races can appreciate the fairness of the aviators and the perfect control over their machines. It has been hinted that they might cut the corners as there is no fence to hold them in the course, but the close observer can see that they do nothing of the kind and when they come down the grand stand side of the track at least, they fly along the outside fence rather than along the pole, passing directly over the judge's stand. It is noticed also that the turning of the corners is made an occasion for speed as well as accuracy. On the back stretch for instance the flyer usually climbs as high as possible, losing a little speed in doing so. Then he elevates the outer plane and circling to the left swoops down like a bird rounding both corners at the end of the track at the fastest possible speed and with the machine riding at an angle of about 45 degrees. The auto finished the race yesterday in 10 4-5 less elapsed time than the bi-plane. Adding the ten second handicap the bi-plane lost the race by only four-fifths of a second.

BI-PLANE	Lap time.	Ac. time.
First	1:24	1:24
Second	1:21 1-5	2:45 1-5
Third	1:17	4:02 1-5
Fourth	1:22	5:24 1-5
Fifth	1:20 3-10	6:44 1-2

STUDABAKER	Lap time.	Ac. time.
First	1:24 1-5	1:24 1-5
Second	1:13 4-5	2:38
Third	1:14 2-5	3:52 2-5
Fourth	1:23 3-5	5:16
Fifth	1:17 2-5	6:33 2-5

The race completed the bi-plane kept on around the course for three more laps making an eight mile trip and finishing in front of the people.

Longest Cross-Lots Flight.
Mr. Willard next rose in the air for the longest cross country flight made here and the longest flight of any kind that he has made here. How far east he flew was not learned, but judging from his time and the fact that his machine looked but little larger than an eagle at the extreme distance, it is supposed he went some distance east of the Cave Creek road before turning north. Anyhow when he did turn north and circle back to the grounds again there was an unusual picture. He was on a line between the grand stand and the big brown mass of the Camelback mountain. With the mountain for a background, his machine seeming to get higher as it came back toward the grounds, due to the changing perspective, the machine had all the appearance of a big electric car climbing up a steep railway toward the summit of the mountain, then jumping off into the air. Mr. Willard came back to the grounds and made a good landing on the track in 9:45 traveling probably between six and seven miles.

The Last Event.
The last event of the Phoenix aviation meet was a fine ending to a most notable program. It was a race for two miles between a Curtiss motor-

cycle and a Curtiss bi-plane, the first race between these contestants ever made in the history of the world and the more novel from the fact that the same man invented both machines. It was announced that Mr. Curtiss holds the world's record for motorcycles, of 136 miles an hour but it was made with a specially constructed machine on a straightaway track. The machine that showed yesterday was not in it for a minute with the bi-plane, or rather for just about a minute. The event also included some spectacular work by Hamilton after the race was over and before coming to the ground.

The plan was for the bi-plane to circle the track once, the motorcycle to take a flying start on the stretch dropping in on the second lap of the bi-plane, time to be taken for the motorcycle first two rounds. Time was not taken on the plane's first round and only on one lap after the race finished but the time was taken on the four complete laps made by the cycle.

	Bi-planes.	Motorcycles.
First	1:24	1:40
Second	1:26	3:16 1-5
Third	1:21	4:55
Fourth	1:21	6:57 1-5
Sixth		
Seventh		

The bi-plane made the two first laps against the motorcycle in 2:47, the latter's time being 3:16 1-5, the bi-plane winning by 29 1-5. Moreover, by the time the motorcycle had gone around four times, the bi-plane had completed six laps or five after the motorcycle entered the race, gaining one in four.

After the race was over Mr. Hamilton made four circuits of the course, gaining a good altitude though hardly as high an elevation as the day before. Without announcement he made a very spectacular finish to the race, the day and the meeting by a high glide with a finish on the track in front of the grand stand. Reaching a point directly over the stretch he shut off the engine and floated down to a point exactly in the center of the track. In this exhibition he used the finest kind of judgment. Either there was a little breeze from the west against which he calculated, or things looked different from a viewpoint above from the way they do below, for it seemed to those on the track when he shut the engine off that he was clear to the west of it and would just about land on top of the fence. But he knew exactly what he was doing and came to the ground just exactly where he planned to.

After the exhibition was over Mr. Hamilton remarked that he was a little disappointed in not getting higher into the air here. In the first place the air is very light and in the second place his best propeller was the one broken on Saturday before he had a chance to use it. With it he got a good elevation on Friday and doubtless would have gone much higher Saturday and Sunday if it were still in condition for use. But the substitute propeller did fine work even if it did not furnish quite so much climbing power and saved the day for a glorious finish of an event that should be long remembered in Arizona.

RUSHING TO RESCUE THE LIMA'S PASSENGERS

LEFT ABOARD THE STRANDED STEAMER.

A Chilean Cruiser Hurrying to Straits of Magellan.

Valparaiso, Chile, Feb. 13.—Immediately on receipt of news that the Pacific Navigation company's steamer Lima had been wrecked on a reef in Humboldt passage, in the straits of Magellan, and eighty-eight persons had been left aboard, the Chilean government dispatched the cruiser Ministro Zenteno to the rescue. Following in the wake of the cruiser are five steamers, ordered to proceed at top speed. The fate of those aboard will not be known until the cruiser, which carries wireless arrives at the scene.

No word was received today. According to advices of last night there is some hope that the rest of the passengers and crew will be able to hold out if aid reaches them quickly.

The Hatunot, after taking off 205 passengers was compelled to proceed on account of the danger of being swept upon the rocks by a storm. Those left include the captain and five officers and two first class passengers.

LOCATED AT LAST DR. COOK IN CHILE

He Very Naturally is Not Communicative

Alvidia, Chile, Feb. 12.—Dr. Frederick A. Cook, the explorer, and wife, arrived here on board the German steamer Osiris, having taken a cabin at Montevideo. He traveled under the name of T. Craig. He sailed north today. He declined to be interviewed.

SURVIVORS OF THE FARALLON.

Seattle, Feb. 13.—The steamer Victoria brought in nineteen survivors of the steamer Farallon which was wrecked near Iliamna bay, Alaska, January 5. All the members of the crew and the passengers decided to wait at Valdez to take the next west bound steamer for their destinations.

PROPOSITION TO GET FACTS

Regarding Profits and Rates of Electric Company

BUSINESS MEN'S LETTER

Asking Company to Consent to An Investigation of Its Plant By a Responsible Commission—Calls Out Affirmative Reply

The following correspondence was begun for the purpose of bringing order out of the chaos of information and misinformation into which the citizens of Phoenix have been thrown regarding the electric light situation:

Phoenix, Arizona, Feb. 9, 1910.
Pacific Gas and Electric Company,
Phoenix, Arizona.

Gentlemen:—We are reliably informed that a number of the principal stockholders of your company are willing that the city council of Phoenix shall investigate your business on the ground that you are a public utility corporation.

We respectfully request that you invite the city council to appoint a commission of its own selection on which there shall be one electrical engineer and one expert accountant to examine your property and your books with a view of determining what is the actual value of your property and what your net profits.

It is our desire that this information when obtained be made public in order that the people of this city may determine upon known facts secured from disinterested sources whether or not they want the city to own its electric light and gas plant or not.

In view of the fact that an election is to be held on February 24, 1910, to determine whether or not the city shall petition congress for permission to bond itself for such a plant, we respectfully request an early answer.

Very truly yours,
ROY S. GOODRICH,
ANCIL MARTIN,
J. W. DORRIS,
AARON GOLDBERG,
JOSEPH T. HALHEIMER,
R. H. GREENE,
WALTER TALBOT,
JOHN W. THOMAS,
J. W. FOSS,
EDWIN EISELE,
DAVID H. BEARD,
L. W. COGGINS,
E. J. BENNETT,
E. B. O'NEILL,
C. T. HUBST.

February 12, 1910.
Messrs. Roy Goodrich, Ancil Martin, et al.
Phoenix, Ariz.

Gentlemen:—We have received and considered your communication requesting that we permit an examination of our business by an electrical engineer and an accountant appointed by the city council in order that they may report to the public their conclusions regarding the value of our property and the net earnings derived therefrom.

Replying thereto we beg to say that we consent fully and freely to such an investigation to be made by a disinterested accountant, both of good standing and ability, to be appointed by the city council.

We will throw open our books, records and plants to such an investigation in every way possible to ascertain the facts quickly and correctly.

If prompt action is taken the investigators should be able to make such a report as you require within a week or ten days, which report we feel confident will convince the public of the truth of our claims concerning the value of our property and the net earnings derived therefrom.

In addition to consenting to such an examination as you suggest we are willing to go much further and join with the city in securing an expert commission to inquire fully and carefully into the whole subject of local gas and electric rates, which commission shall fix a fair and equitable rate schedule, just to the consumer and to the company.

We will be glad if the appointment of such a commission can be given serious consideration at this time and it be made a continuing body to revise and readjust rate schedules from time to time as conditions change and the city increases in population.

We believe, in justice to all concerned, that this appointed commission should be composed of three disinterested electrical and gas engineers of acknowledged standing and repute, who are familiar with the subject of rates and rate schedules, and should be selected in the following manner:

The mayor and city council to select the first engineer, the Pacific Gas and Electric company to select the second engineer, and these two engineers to select a third, or, in the event that they fail to agree on the third man, then the chief justice of the territory to select the third commissioner.

If such a commission be appointed we will agree to permit it to make a thorough examination of our plants

and property and inquire fully into our business books and records, and fix upon a scale of charges which will be just and equitable both to the company and to the consumer, which scale of charges we agree to put into effect.

As a public utility corporation we recognize the justice of the contention that we are entitled to make only a fair return upon the actual capital invested, and this is all we are asking or expect to ask of the citizens of Phoenix.

Very respectfully,
PACIFIC GAS AND ELECTRIC CO.,
BY F. H. ENSIGN, Mgr.

THE PRESIDENT'S SUNDAY.
He Entertained Political Callers at Home of Brother in New York.

New York, Feb. 13.—President Taft passed a quiet Sunday, at the home of his brother Henry W. Taft and left for Washington at 2:55 p. m. Callers before he left were O. W. Bannard, president of the New York Trust company, and Lloyd W. Griscom, president of the New York republican county committee.

PINCHOT'S PLAN ENDORSED.

Fresno, Calif., Feb. 12.—The San Joaquin Valley Cattlemen's Association, in session here, passed resolutions endorsing the methods of Gifford Pinchot in collecting fees for trespassing cattle, horses and sheep on government reserves.

AN ALLEGED COMBINATION

To Keep Prices of Hogs Down While Pork Went the Other Way

Chicago, Feb. 12.—The federal grand jury will investigate whether any agreement existed to keep down the price of hogs when bought from the farmers by the packing houses.

Employees of the packing companies here and from other western cities will be questioned as to the methods of the firms known as "independents."

THE DEAD OF PRIMERO

Three More Bodies Taken From the Mine

Primero, Cal. Feb. 12.—Three more bodies were recovered from the Primero mine today, making sixty-five taken out since the explosion on January 31. Workmen say that more bodies will be recovered tomorrow.

PULLMAN IN RIVER.

When a Rio Grande Train Was Derailed.

Salt Lake, Feb. 12.—A Rio Grande passenger train, east bound was derailed at Woodside last night. The Pullman lavatory rolled down an embankment in the Price river. Seven passengers were injured, but none fatally. The injured were taken to Denver.

GOOD NEWS, NO NEWS.

Stockholm, Feb. 13.—The condition of King Gustav is so satisfactory that no bulletin was issued today.

SANITARIUM OWNER'S USE OF AN EXPLOSIVE

ARREST OF DR. BURKE OF SANTA ROSA, CAL.

For Trying to Blow Up a Nurse and Her Child.

Santa Rosa, Calif., Feb. 13.—Upon the charge of having used an explosive with intent to do injury to a human being, Dr. Wilfred Willard Burke, owner of Burke's sanitarium, one of the largest health institutions in the state, was arrested today.

The arrest was the result of an investigation of an explosion a week ago in a tent hospital on the grounds, severely injuring Luella Smith, a former nurse in the institution, and endangering the life of her infant child. Another element in the case is, the effort of the authorities to establish the paternal parentage of the infant. Bonds were furnished for Burke in the sum of \$20,000 and he was released. The woman has been living at the sanitarium about a year.

WEATHER TODAY.

Washington, Feb. 13.—Forecast for Arizona: Fair, colder Tuesday.

TWENTY FIFTH, COLORED IN TROUBLE AGAIN

It Will Be Reviewed Today By a Woman

Seattle, Wash., Feb. 13.—Every member of the Twenty-fifth Infantry colored, regiment, stationed at Fort Lawton, who was absent from the post on Friday, will be paraded before Mrs. C. E. Alzada, in an effort to identify the man who she says attacked her, while she was on her way home late Friday night.

The regiment is the one involved in the trouble at Brownsville a few years ago. None of the men now in the regiment were in it at that time, however.

FRENCH HONORS FOR ROOSEVELT.

Paris, Feb. 12.—The Figaro announces that President Fallieres will give a grand fete at the Elysee Palace on the occasion of Colonel's Roosevelt's visit.

THE PROGRAM ANNOUNCED

In the Speech of President Taft in New York

BILLS HE TALKED ABOUT

It is Believed Are the Ones That Will Be Given First Attention By Congress. Other Expected Proceedings This Week

Washington, Feb. 13.—The fact that President Taft in his New York speech picked out for emphasis such subjects as postal savings banks, interstate commerce legislation, anti-injunction, statehood and conservation seems to mark these subjects for early consideration by congress. It is remarked also that the character of Mr. Taft's allusions to the federal incorporation bill would hardly justify the placing of that measure in the first rank of administration measures while the fact that the ship subsidy bill ignored altogether makes it questionable whether the executive will bring pressure to further its chances.

Ship subsidy legislation seems almost certain to pass the senate, but the democrats in the house are preparing to line up against the bill, and they believe they will be able to defeat it. It is expected that the committee of the senate, conducting an investigation of the cost of living will be announced early this week. There is little doubt that the republican members of the committee will be Senator Lodge, chairman, and Senators Elkins, McCumber, Smoot and Crawford. The democratic membership has not been determined, but indications are that Senator Simmons and Clark will be asked. The committee probably will report before the conclusion of the present session. It will undertake especially to demonstrate that tariff is not responsible.

The question whether the house committee ways and means will undertake an investigation of the high cost of living is not determined. The Ballinger-Pinchot investigation will be resumed tomorrow. There will be important hearings on the railroad bill.

MOTOR LAWS.

The Trade Desires of Securing Uniform Legislation.

Washington, Feb. 13.—To urge upon congress the proposed federal registration of automobiles, and promote uniform motor vehicle legislation in the various states, a national legislative convention will begin here tomorrow. The governors of twenty states have named delegates. The automobile trade will be largely represented.

THE STRENUOUS TRIP OF THE POURQUOUPAS

Why the French Antarctic Expedition Was Abandoned

Punta Arenas, Chile, Feb. 12.—Further details of the voyage of the Pourquoipas, now returning with Dr. Charcot's antarctic expedition have been received. The Pourquoipas, on reaching the region of ice on the trip south, was stranded on the coast of Grahamland, but was refloated in three days.

The ship was in collision with a number of icebergs and lost her rudder. The crew constructed a jury rudder. There was much suffering; scurvy and heart disease were the chief ailments. Many journeys were made over the ice, but it was impossible to use automobiles because of the bad condition of the ice fields. Damage to the ship and the exhaustion of the men necessitated the return of the expedition.

HERMANN HAS MAJORITY.

The Jury Said to Be Nine For Acquittal.

Portland, Feb. 13.—After thirty-six hours consideration the jury in the Binger Hermann case was locked up at eleven o'clock tonight without reaching a verdict. The only rumor is that it stands nine to three for acquittal.

(Continued on Page 12.)

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